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STUDY CIRCLE

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BRITISH WEST INDIES STUDY CIRCLE

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OBJECTS

- 1 TO promote interest in and the study of the stamps and postal history & the islands that comprise the British West Indies and in addition BERMUDA, BRITISH GUIANA (GUYANA) and BRITISH HONDURAS (BELIZE) and the Postal History and markings of all other Caribbean territories during any period that were under British administration or control, and those British Post Offices which operated in the Caribbean, and Central or South America.
- 2 TO issue a quarterly BULLETIN containing articles, items of interest and other features.
- 3 TO loan books from the Circle library (home members only). Borrowers bear postage both ways. Lists supplied upon application to Hon. Librarian accompanied by an S.A.E. (9" x 6½") - 2nd Class postage 150 gm rate required.
- 4 TO publicise wants' and furnish opinions on stamp(s) and/or cover(s) for a nominal fee.
- 5 TO encourage, assist or sponsor the authorship and publication of definitive handbooks. Monographs or other works of reference appropriate to the aim in para 1 above.

MEMBERSHIP & SUBSCRIPTION

MEMBERSHIP - is WORLD WIDE in scope and open to all whether they be new or advanced collectors.

SUBSCRIPTION - The ANNUAL SUBSCRIPTION is £7.50 for members residing in the UK or Europe and £10 for members who reside elsewhere.

Subscriptions (dues) are payable on 1 January each year and, subject to what is mentioned below, in sterling (by personal cheque or standing ORDER drawn on a UK Bank, a Banker's Draft, International Money Order, Postal Order or local currency notes - no coins will be accepted - e.g. dollars, marks, francs etc.).

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PROGRAMME

2001

21 - 22 September 2001

Biennial Convention

Venue:	Manor House Hotel, Avenue Road, Royal Leamington Spa.
Speakers:	Andrew Robertson – Turks and Caicos Islands Stefan Heijtz – Barbados Postal History

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EDITORIAL

This is my second Bulletin as (temporary) Editor; I have been heartened by the reaction of all of you who wrote or e-mailed saying how much you liked my first attempt. It would not have been possible without firstly, the contributors and secondly, my willing helpers who have the task of doing everything except the typesetting. Certain constructive ideas have been incorporated in this Bulletin and any further comments will be most welcome. Unfortunately, there has been no reaction to Vincent Duggleby's article in the last Bulletin as to the future direction of the Study Circle. Come on, chaps! Let's have your input, as it is only by us having your opinions that we, as a Committee, can fashion the Circle to the liking of the majority.

The Convention at Leamington is only a few weeks away and whilst there is still time, may I encourage those of you who have not attended before to make every effort to come along. If you are within reach, just come along for the day; I am sure you will find it worthwhile, even if only to put a few faces to names. The two displays promise to be excellent and although neither Colony is part of my collecting interest, I'm sure I'll gain from seeing them. The more of our members that attend, the more successful the Convention will be.

I now have a confession to make. In the two advertisements I placed in the last Bulletin for our two newest books, I inadvertently omitted to include the line that specified the discount available to BWISC members. I can only apologise to those of you who sent me the full price for the books. The discount on the GB Used In Jamaica volume is £6 and that on the Nevis booklet is £2. If anyone feels that they want their discount refunded, please write to me or e-mail and I'll have it sent on. Again, my apologies.

We are still looking for a permanent Editor for the Bulletin. I will only be able to produce one more issue. Whoever volunteers will have the backing of several of our members who will do various jobs to make the task of Editor easier. I will assist the new Editor in the skills of type setting using a desktop publishing program; please, there must be someone out there who can help!

Amendments to Membership Listing:

New Members:

Last Name	Initial	Address	Phone/Fax/E-mail	Interests
Grist	J M	Grosvenor Auctions 22, Woodstock Street LONDON W1R 1HF	020 7629 9399 020 7629 9799 (F) gristgrosvenor-auctions.co.uk	All BWI DA (S, PH, PL)
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Robertson	A FRPSL	Bredons Hardwick Manor Nr. Tewkesbury GLOS GL20 7EE	01684 772236 01684 772337 (F) ara@resman.co.uk	TUR, TUC

BAHAMAS

5d SPECIAL DELIVERY, Missing Overprint

by Charles Freeland

Charles Freeland is in possession of two letters from the late Morris Luddington that he believes will be of interest to students of the Special Delivery issues. The text of the two letters is reprinted below.

1. Letter of 26 November 1970 to a UK dealer.

"Thank you for your note of the 21st enclosing the marginal pair of the Bahamas Special Delivery, one without overprint.

This seems to be the unused pair illustrated in Wilfred Haworth's article in the October 1959 *The Philatelist*, which he said had been in the Bute Collection, together with the used pair on cover, also illustrated.

As I only had this photograph to go by, I was mistaken, in my own article in the February - March issues of the same magazine, in stating that this pair (and the pair on cover very probably), came from the 3rd printing.

Now that I have seen the unused pair plated by flaws, as well as the marginal watermark, as being Nos. 47 and 48, I can see that the setting of the overprint on No. 47, which should correspond with that on No. 48 on normal sheets, is not the setting of the 3rd printing. Nor is it that of the 1st printing of which I also have an example.

I also note that, like the used pair on cover, the whole overprint slopes upward, and that the 'AL' and 'ERY' are slightly raised.

Although, in other respects the shapes and sizes of the letters are like those on other stamps I have, the angles of the top and bottom right serifs of the 'E's are more acute than on any other stamps in my collection.

One further point. There is a pair of this variety illustrated on page 77 of Gisburn's book on which the overprint is horizontal, centered and lower on the stamp. This pair, which, unfortunately I have not seen, cannot have come from the same sheet as your pair or the pair on cover. And yet it has been stated in many places that this error occurred only on one sheet, i.e. only five pairs exist.

I am afraid that I have so many doubts about this pair that in spite of the low price (which makes me suspect that you have doubts about it yourself), I have decided not to keep it and to return it to you herewith."

2. Letter of 11 March 1971 to a US dealer.

"I was very interested to get yours of the 9th enclosing the pair of the Bahamas Special Delivery 5d 'one with and one without overprint' Nos. 35 and 36 in the sheet, and the selection of other overprints.

Last November I was offered, and rejected, a similar pair by an English dealer, Nos. 47 and 48 in the sheet. This pair had been illustrated in Wilfrid Haworth's article in the October 1959 *The Philatelist* and had once been in the collection of the Marquis of Bute. Another pair, Nos. 11 and 12, was also illustrated in this article and is on a cover which already had enough in Canadian stamps to pay the postage, war tax and special delivery fee to Nassau. The cover was posted in Montreal on Dec. 7th 1916, still within the period when the Bahamas stamps were accepted by the Canadian P.O., yet they were cancelled in Nassau. The cover is addressed to Dr. Walter Hess and this combination of circumstances suggests that the Special Delivery stamps were added at a later date and the Nassau datestamp set back to conform with the actual date of arrival of the cover. Unfortunately I have not seen this cover, but only the magazine illustration.

But I did examine the Nos. 47 and 48 pair, and have now examined your Nos. 35 and 36 pair. Both show what appear to be traces of overprint on the right stamps, which implies that the overprints on the left stamps should be those meant for these stamps and not the ones meant for Nos. 36 and 48 as they should do if the sheet had actually been shifted during the printing. However, the overprints settings on your No. 35 and on the No. 47 are not those which normally appear on Nos. 35 or 36 or on Nos. 47 or 48 in either the 1st or the 3rd printings, of which I have examples. They might just possibly be from the 2nd printing, of which I have no examples, but several other factors lead me to discount this:

The overprints on Nos. 35 and 47 and, as far as I can determine from a magazine illustration, on No. 11 too, are very close to the regular overprints, except that 'DELIVERY' is almost ½mm longer, though 'SPECIAL' is the normal length.

The overprint on No. 47 has the three letters 'E' with the top and bottom right serifs at a slightly more acute angle than the normals, as if from a different fount. But this does not seem to be the case on your No. 35.

All three, Nos. 11, 35 and 47 have the overprint sloping upwards, centered to the left and towards the top of the vignette. An illustration of another pair of this variety appears on page 77 of Gisburn's book and shows the overprint horizontal, centered and lower on the stamp, and so cannot have come from the same sheet as the other three pairs. Gisburn also says that the error occurred on the 'sixth and seventh' vertical columns, which would have meant that the setting of 30 for the right half sheet had been moved over to the right, resulting in overprints in the right margin of the sheet' But no one has ever reported such a variety. However, it has been stated in many places that the error occurred on only one sheet, i.e. only five pairs exist on which the position of the overprint should be the same. If this is so, then I suspect that the setting illustrated in Gisburn's book is the genuine one and that the other three pairs come from a discarded sheet that somehow got into the hands of Dr. Hess. It is possible, of course, that more than one sheet was actually affected, for this was the case with all the other errors, but all of these are from the 3rd printing, whereas at least three pairs of the missing overprint error are not from this printing. If I can find Nos. 29 and 30 or Nos. 35 and 36 from the 2nd printing, we can finally solve this problem."

'NEVIS'

by

FEDERICO BORROMEIO

This is the second in the 'Classic Collections' series published by the British West Indies Study Circle. Nevis is a difficult country to collect, with most of the little available material permanently locked away in institutional collections. The collection illustrated in this booklet is almost certainly the finest in private hands and is still being actively developed.

The booklet contains 40 pages and is profusely illustrated in colour.

Price: UK - £13.00; Europe & Overseas - £15.00; US - \$24.00.

BWISC Members' Discount - £2.00 (US\$3.00)

Make cheques payable to 'BWISC' and send orders to:

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E-mail address: pccford@hotmail.com

Residents of North America paying in US dollar cheques MUST make them payable to 'BWISC' and send them with orders to:

Clary Holt, P.O. Drawer 59, Burlington, NC27216. USA.

JAMAICA

The Street Letter Boxes


by Bob Swarbrick

Some thirty years ago, Tom Foster produced a monograph entitled *The Street Letter Boxes Of Jamaica*. This was an attempt to bring order from chaos, and bearing in mind that photocopying was not available to the majority of us, Tom relied heavily on the artistic skills of fellow collectors.

With this in mind, it would, perhaps be useful, to consider an update, and to correct some mistakes which have crept in over the years. Using the illustrations and numbering to facilitate identification, may I invite comments from fellow Jamaican collectors in the hope that we can update this facet of Postal History. My thanks to Bill Atmore and Derek Sutcliffe for contributing to this initial listing.

Kingston

SLB1 (illustrated on cover on front cover)

	<p>Foster description:</p> <p>The first mark was a metal 'TRD', which had a single-lined diamond frame with 23mm sides enclosing the legend 'STREET LETTER BOX / JAMAICA' intended to be struck only on the envelope or wrapper, leaving the this rarely occurred. Although uncommon on cover, contemporary stamps as is often stated.</p>
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I have little to add to Tom's comments. I have both the EKD & LKD in my collection.

	In black:
EKD:	8 May 1889 {Swarbrick}
LKD:	2 April 1892 {Swarbrick}

SLB2 & 2A

Tom records two similar handstamps differing only insomuch as the first had a small dot before and after the words 'Street Letter Box'.

Here I must disagree with the details in the article. In spite of 50 years diligent searching I have never seen a copy of Type 2! To suggest that four identical handstamps exist, and that their use was concurrent with the six similar handstamps listed as SLB2A, making 10 virtually identical date stamps is, to say the least, somewhat implausible. I would like to suggest that, in the absence of clear evidence to the contrary, we delete Type 2, and reclassify Type 2A as Type 2. Having said that, there is some evidence that a second date stamp could exist, in that I have several examples which show a short radial line after the word 'BOX'. This has been noted on several stamps with varying dates which would, I suggest, precludes a speck of dirt or the like. It is evident on examples dated July 1892 to May 1897. The use of the various slugs used to denote time of posting would seem to follow the accepted practice, and the number allocated to the clerk. However, the reason that not all index letters appear to have been utilized is unclear.


SLB2 (was SLB2A)	Adapted Foster description:
	normal double-circle format with a diameter of 26mm and about 1mm type 2mm high. The legend at the top reads 'STREET LETTER BOX' and at the bottom 'KINGSTON JAMAICA' in sans-serif caps 3mm high, with small dots separating the two legends.
SLB2A	Swarbrick description:
	As above but short radial line after the word 'BOX'.

My EKD is 11 July 1892, and my LKD 1 May 1897.

Bill Atmore reports blue strikes in November 1893.

Index	1	2	3	4	5
EKD:	2 July 1892 {Atmore}	9 August 1892 {Atmore}	16 March 1893 {Foster}	15 April 1892 {Foster}	15 February 1895 {Foster}
LKD:	28 September 1896 {Foster}	6 November 1896	25 December 1897 {Foster}	14 November 1897 {Foster}	27 June 1896 {Swarbrick}
In black: {Foster} {Swarbrick} {Atmore} {Sutcliffe}	CEFHILKM ACEFHILKMHK M	CEIKMOY EFHIKMQ CIK	ACEFIJKMQT A C CEIKMQ FHIM	CEHIKMOU CEFHKM C	CIM CIM CM
In blue:	K {Foster}			4K {Foster} H K {Atmore}	



SLB3

	Foster description:
	Type SLB3 closely resembles Type SLB2a in the size of the various units and in overall diameter, but it has dots at the sides and 1% mm between the circles, as in Type SLB2. The index combination above the date is previous two types.

Little to add, except that, in usage, the side 'dots' get very weak and examples of late usage could easily be thought to have no dots. My listing of known index letters is A, C, E, F, I, K, L, M, O, Q & T. My EKD is 28 October 1897 and my LKD 13 August 1902.

Datestamp	
EKD:	28 October 1897 {Swarbrick}
LKD:	13 August 1902 {Swarbrick & Atmore}
In black:	ACEFI KLMO&T {Swarbrick}


SLB4

SLB4	Foster description:
	Type SLB4 is another double-circle date stamp of 28mm diameter, with 1½mm between the circles. It has the legend 'STREET LETTER BOX KINGSTON' around the top and 'JAMAICA' at the bottom in small square being heavily seriffed. Six identical daters of this type were issued These stamps are, found in either black or blue.
SLB4A	
	Examples exist in which replacement 'year' plugs have been inserted in slightly smaller figures.

Another mystery! I have never seen an example of any of the date stamps 1 and 2, nor 4, 5 and 6. Do they, in fact exist? All the examples of this mark I have seen are all with the prefix '3'. I have examples 3A, 3B, 3E, 3F, 3J, 3L and 3M. In addition, I have an example with the letter K inverted, but the figure 3 as normal. I feel I must question the existence of six hand stamps as suggested in the article, but I note two sizes of year. My EKD is September 1902, and the date slugs are large. Their use seems to have continued until January 1905 when it is noted that small sized slugs came into use, possibly due to the loss of the original ones, as by July 1907 the large type were back in use. My LKD is 27 April 1907. Bill Atmore reports blue strikes from 26 November 1903 to 19 December 1903.

Index	1	2	3	4	5	6
EKD:			18 August 1902 {Atmore}			
LKD:			27 April 1907 {Swarbrick}			
In black:			A B E F J L M, K inverted {Swarbrick} E reversed, K O {Atmore} K O R {Sutcliffe}			
In blue:			A F K {Atmore}			


SLB5

	Foster description:
	of 27½mm and with 1mm between the circles. The lettering is 2½mm high, black. The illustration M18 in 'Nicholson' is incorrect, and should be disregarded.

Here, I disagree with the illustration. All my examples show dots either side of the word 'JAMAICA', therefore, it is the illustration which is in error, as the text states that the dots exist. My EKD is 15 August 1907, and my LKD 5 July 1910, and I have the following index letters. B, C, E, F, J, & O.

Datestamp	Index 3
EKD:	15 August 1907 {Swarbrick}
LKD:	10 September 1910 {Atmore}
In black:	B C E F J & O {Swarbrick} B reversed {Atmore}

SLB6

	Foster description:
	The next dater closely resembles SLB4 with the same diameter and from A-Z, but this and the date are in smaller squarer type 2½mm high

Although of somewhat similar dimensions to the previous two types, it is probable that it was of different issue. There are no stops before or after 'JAMAICA', but there is now a stop, or colon, after 'BOX'. My EKD is 30 September 1910 and my LKD 29 November 1919. In this series, the Post Office has reverted to the single index letter, and I can record the following B, E, F, I, J, & O. In addition, I have an example without any index letter.

EKD:	19 September 1910 {Atmore}
LKD:	4 August 1922 {Atmore}
In black:	None B E F I J O {Swarbrick} B reversed {Atmore}
LKD:	2 April 1892 {Swarbrick}

In putting together this resumé of my holding of the 'Street Letter Box' postmarks, I offer it to fellow members in the hope that we can extend our knowledge. It would be nice to narrow the gaps between the EKD and the LKD to attempt to find out when the actual date-stamp was introduced. It would also be interesting to identify any additional index letters and to hear of any theories as to why not all letters appear to have been used.

I have not included the Montego Bay or Port Antonio hand stamps in this study, as they were adequately covered in the monograph, but should anything further come to light, I am certain I, together with fellow members who read this will be most interested to record anything useful.

Comments, please to either Bob or Steve Jarvis - Ed.

JAMAICA

Updates to *The Postal Markings of Jamaica* – Part 5

The following are up dates for the book *The Postal Markings of Jamaica* by Ian Potter and will be put into the Bulletin in this and future issues.

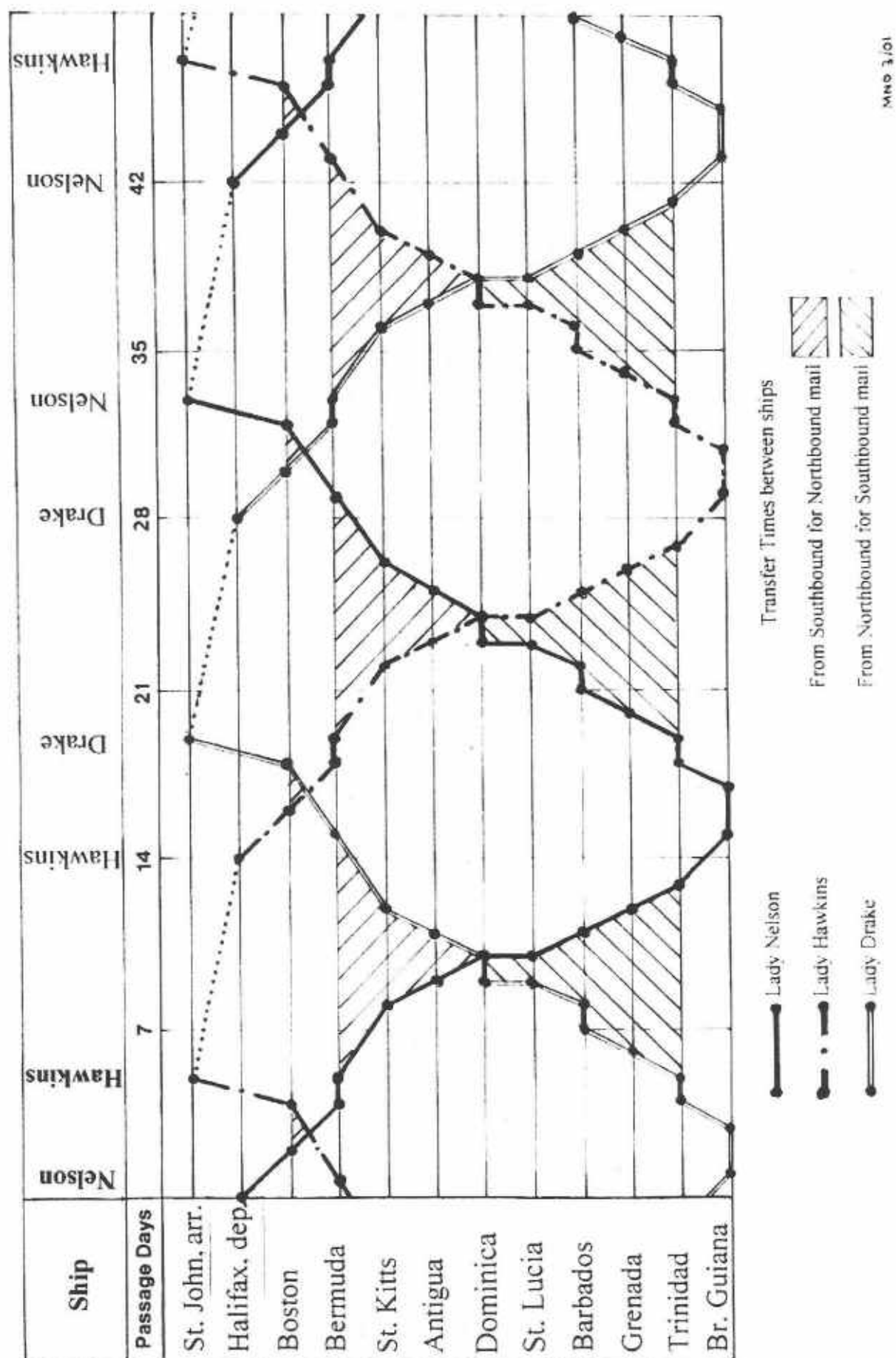
Cancel No.	Name	Code	Size	Lettering	Ink	E.K.D	L K.D
2350.07	CROSS ROADS	B3	26.5mm diameter	Fine	Black	13/11/1952	31/01/1996
	Often used without a year plug Date & Year very low. Known with & without an asterisk						
2350.11	CROSS ROADS	M.S.R.	24mm diameter	3mm high	Black	18/04/1972	04/12/1995
2380.04	DALLAS	O3/41	49mm x 31mm	Serif capitals	Violet (See note)	19/09/1961	21/06/1997
2500.03	DEESIDE	D. Ring	30mm diameter	2.75mm high	Black	22/06/1920	07/04/1951
2530.05	DENHAM TOWN	O3/41		Serif capitals	Violet (See note)	04/03/1998	??/10/1998
	Known in dark shades of Violet as though some Black ink added						
2590.05	DISCOVERY BAY	O3/41		Serif capitals	Violet	11/12/1998	16/12/1998
2620	DROMILLY Postal Agency	Reported closed due to sickness June 1995 but letter put in box was cancelled (q v.)					
2620.02	DROMILLY	M.S.R.			Black	--/06/1995	
2630.11	DRY HARBOUR	D. Ring	26mm diameter	2.5mm high	Black	13/04/1894	08/09/1911
2630.12	DRY HARBOUR	D. Ring	28mm diameter	2.5mm high	Black	12/01/1915	17/02/1948
2640.04	DUAN VALE	O3*POWI/37je		Serif capitals	Blue	??/10/1998	
	Reads 'DUAN VALE POST OFFICE/JAMAICA W. I.'						
2680.09	DUNCANS	M.S.R.68			Black	03/06/1968	21/08/1996
2800.02	EPWORTH	B3			Black	13/04/1953	23/07/1998
2830.05	EWARTON	D. Ring	28mm diameter	2.25mm high	Black	11/09/1902	08/05/1913
2900.20	FALMOUTH	M.S.R.			Black	20/12/1955	12/01/1998
2900.21	FALMOUTH	O3PO/41j		Serif capitals	Blue	10/04/1998	
	Reads 'FALMOUTH POST OFFICE/JAMAICA'						
2940.03	FLAGSTAFF	M.S.R.68			Black	30/09/1988	07/11/1997
3020.06	FORT GEORGE	O3*PA/37j		Serif capitals	Violet	29/01/1992	20/12/1996
3040.09	FOUR PATHS	M.S.R.			Black	19/01/1959	30/03/1996
3060.06	FRANKFIELD	O3/41		Serif capitals	Violet	29/09/1978	21/02/1997
	Appears to have been reused Jan – Feb 1997 after a gap of 5 years						
3130.05	FROME	M.S.R.			Black	04/02/1956	06/06/1995
3180.03	FYFFES PEN	M.S.R.			Black	01/03/1956	17/03/1997

Cancel No.	Name	Code	Size	Lettering	Ink	E.K.D	L K.D
3280 01	GIBRALTAR CAMP	C2/sp	35mm diameter		Black	09/12/1940	06/07/1942
3310.02	GINGER HILL	D. Ring	28mm diameter	3mm high	Black	??/01/1917	12/01/1960
3350.07	GLENISLAY	O3/41	49mm x 32mm	Serif capitals	Blue	08/06/1997	11/08/1997
3430.03	GORDON PEN	O3/41		Serif capitals	Violet	21/11/1998	
3440.06	GORDON TOWN	B1			Black	29/09/1939	--/10/1996
3520.04	GRANVILLE	O3/41		Serif capitals	Blue	17/03/1997	
3540.07	GREAT VALLEY	O3/41	49mm x 33mm	Serif capitals	Violet	11/06/1997	26/01/1999
3545	GREATER PORTMORE Post Office		opened 04/07/1 996				
3545.01	GREATER PORTMORE	O3/41	50mm x 34mm	Serif capitals	Various	06/02/1997	26/01/1999
	Known in Black 06/02/1997 to 05/03/1997, Blue 30/05/1997 to 02/06/1997 & Violet 24/06/1997 to 20/01/1999						
3545.02	GREATER PORTMORE	M.S.R.91			Black	03/04/1998	
3620.09	GREGORY PARK	O3/41	51mm x 34mm	Serif capitals	Violet	09/04/1997	20/09/1998
3660.05	GUANABOA VALE	O3/41		Serif capitals	Blue	11/09/1995	28/03/1997
3670	GUAVA RIDGE Postal Agency		Reported as closed but working from MAVIS BANK in 1998				
3670.06	GUAVA RIDGE	O3/41		Serif capitals	Violet	04/03/1997	
3680.06	GUY'S HILL	O3/41	50mm x 34mm	Serif capitals	Violet	21/06/1996	02/10/1997
3740.04	HALF-WAY-TREE	D. Ring	27.5mm diameter	3mm high	Black	18/01/1923	03/03/1973
3740.14	HALF-WAY-TREE	O3/41	50mm x 35mm	Serif capitals	Violet	02/02/1996	15/03/1996
3740.15	HALF-WAY-TREE	O3*POWI/37je		Serif capitals	Violet	02/03/1998	26/01/1999
	Reads 'HALF WAY TREE POST OFFICE / JAMAICA W.I.'						
3780.02	HAMPDEN	P11	23.5mm diameter		Black	1873?	07/07/1923
3780.04	HAMPDEN	M.S.R.			Black	28/06/1971	??/03/1998
381 0.08	HARBOUR VIEW	O3/41		Serif capitals	Bright Blue	08/10/1998	25/01/1999
3830.06	HARKERS HALL	M.S.R.DA			Black	25/01/1999	
3870.02	HARTLANDS	D. Ring	27mm diameter	2.25mm high	Black	17/02/1899	07/08/1929
3940 01	HELLSHIRE PARK	O3PA/41j	50mm x 35mm	Serif capitals	Violet	20/11/1991	??/11/1998
3995.01	HIGHGATE STATION	S3a			Blue	23/07/1914	17/02/1926

Note: Changes and new items are in bold type.

Fig. 1 – Lady Ships schedule of sailing.

The Lady Ships – Schedule of Sailings



LEEWARD ISLANDS

The Lady Ships - Eastern Route

by Michael Oliver

Included in the Canada - West Indies Trade Agreement was the requirement for a regular shipping service for mail passengers and cargo. Tenders were invited for an Eastern and Western route to be provided by ships to a high specification which excluded all existing vessels plying these routes.

The Royal Mail Steamship Packet Co. operated the Eastern Route under extensions to the original contract since 1913. Only RMSP and the new Canadian National Steamship (West Indies) Co. tendered. CNS won the contract for both routes and immediately ordered five new ships from Cammell Laird at Birkenhead - the Lady Ships. Fitted out to an exceptionally high standard of elegance they were soon known throughout eastern North America for their punctuality, superb accommodation, food and service, becoming very popular for cruise holidays.

The fortnightly Eastern Route Service commenced with the departure of Lady Nelson from Halifax, Nova Scotia, on 14 December 1928, followed by Lady Hawkins and Lady Drake. Although Tobago was advertised as a port of call in the CNS brochure, it was not included in the first sailing schedule. Because of their popularity with Americans for cruises, Boston was added to the itinerary in 1931 and the monthly Western Route timetabled to depart northbound from Bermuda one day after alternate Eastern Route southbound ships had docked to provide one week cruises out of Boston with a day in Bermuda. Departure dates were changed to Thursdays and turn around at British Guiana reduced by one day to accommodate the extra 2½ days round voyage times. When Boston was added is not known. The earliest date I have seen for mail landed there is 12 November 1931 on a letter from Leeward Islands to New York by Lady Nelson (see *Fig. 2a*). Unfortunately, this date does not fit the timetable.



*Fig. 2a - Earliest date recorded landed at Boston.
Timetabled arrivals were 1 and 15 November.*



Fig. 2b - Posted on board with Canadian stamps and also postmarked at Island GPOs. The top cover is from Lady Hawkins maiden voyage. Why the additional 1½d was added at the Post Office, when underpaid by ½d cannot be explained.

It has been recorded that the original sequence of departures continued uninterrupted until the war and also that the ships went into dry dock at Halifax annually. **TABLE 1** gives the dates of departures, 1928-39 and also the known ships from information available. This clearly indicates that the sequence of ship departures changed more than once.

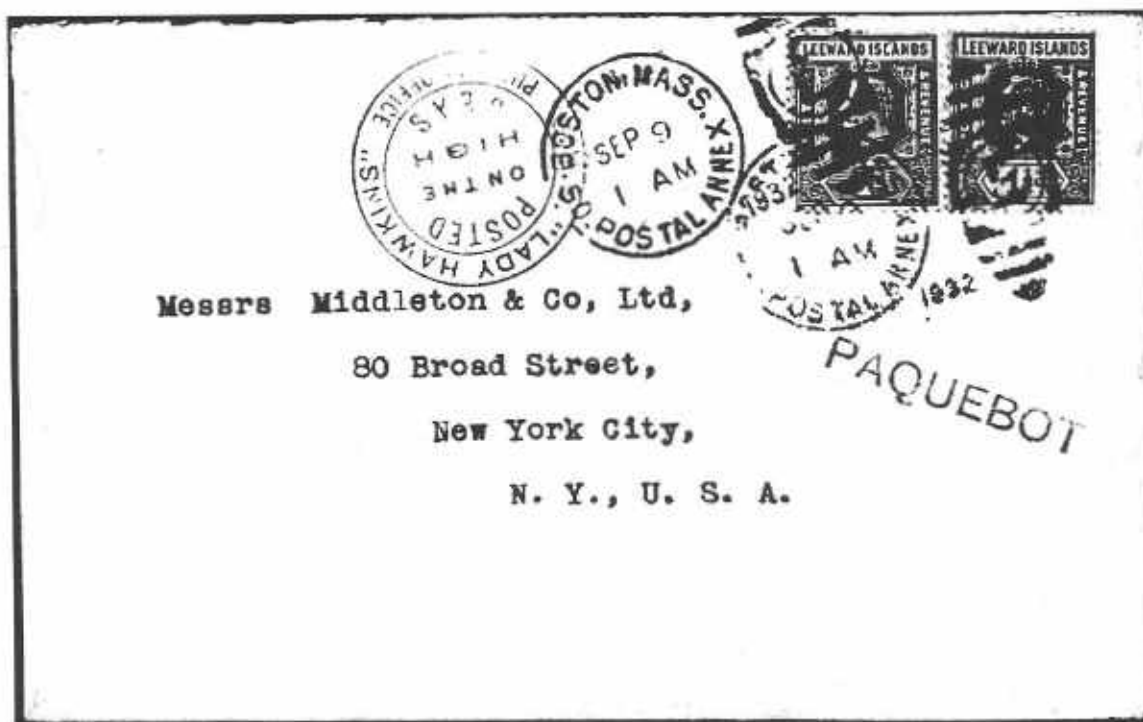
The only information I have for ship dates of departure are:-

- a - 1928, the original schedule
- b - 1932, a published timetable
- c - 1936, a printed manifest (*Fig. 5*)
- d - 1937-38, a published timetable
- e - 1939, two dated covers on the same voyage (*Fig. 4*)
- f - 1929-39, some 50 dated covers

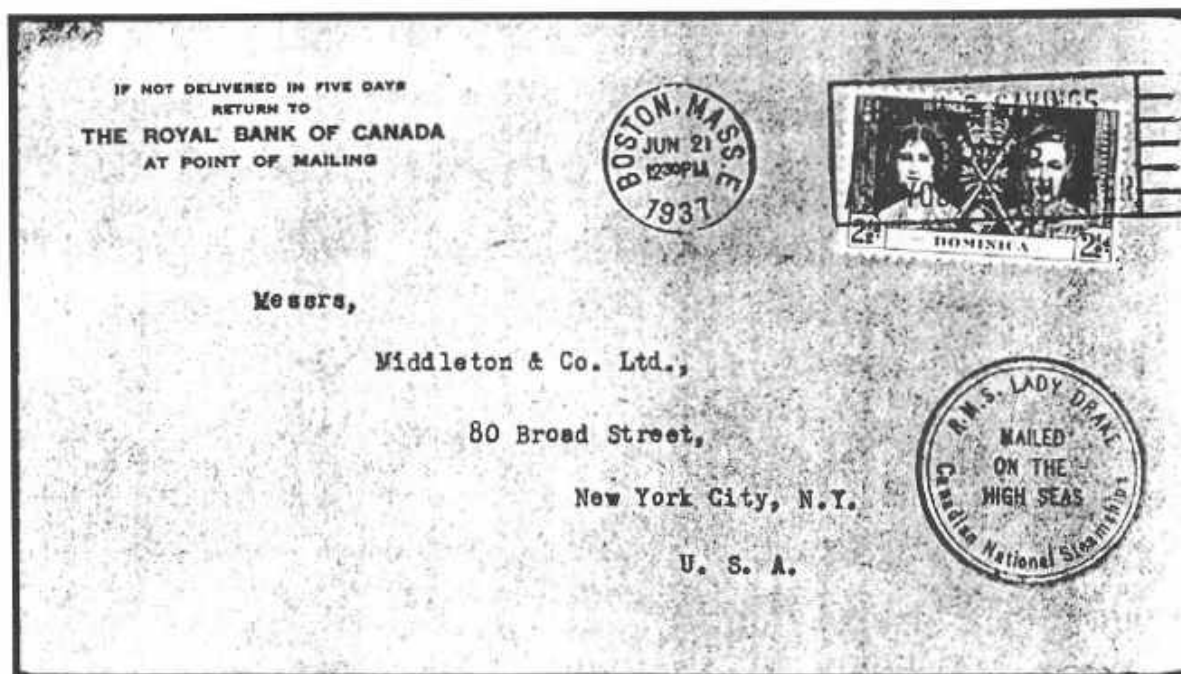
Timetables published in advance do not necessarily confirm that those ships actually departed on those dates. From *Fig. 3*, Lady Hawkins must have departed on 4 August unless 'SEP 9' was set incorrectly for 'SEP 19' which would fit the timetable except that she docked half a day ahead of schedule. From available information the sequence of departures must have changed in 1931-2, 1934-5 and probably again in early 1939. This could fit in with an approximate three yearly withdrawal from service for dry docking - somewhere between the recorded annual and none.

On return to St. John the other two ships were still at sea (see *Fig. 1*) and, therefore, to allow for dry docking other ships, probably CNS, must have been used. The only two with passenger accommodation in service at the time were the Chomedy and Colborne carrying 20 and 29 respectively. With no recorded published shipping movements at Halifax or from the Island newspapers, replacements for the Lady Ships are not known and almost impossible to deduce from the very few covers that exist posted on board them.

Fig. 3 - Covers to the same address by different ships.



1932 - Leeward Islands to New York by Lady Hawkins landed at Boston late on 8 September, with Boston 'PAQUEBOT'. Timetabled arrival at Boston was 8am, 6 September.



1937 - Dominica to New York by Lady Drake. Backstamped 'Mailed 12th June' by the bank, a Saturday and presumably posted after the GPO had closed at 1pm when it was transferred direct to the ship on Sunday morning and cancelled on arrival at Boston, timetabled for 8am, 21 June.

TABLE 1

The Lady Ships - Departure Dates

1928																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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N = Lady Nelson

H = Lady Hawkins

D = Lady Drake

Passage in days prior to Boston added.

Halifax

St. John, N.B.

0

30

4

28

7

25

8

34

9

23

10

22

12

38

13

36

Known departure date

Advised or published timetable

Departures from dated covers

Most probable departures of Nelson

1928-30 are Friday departures

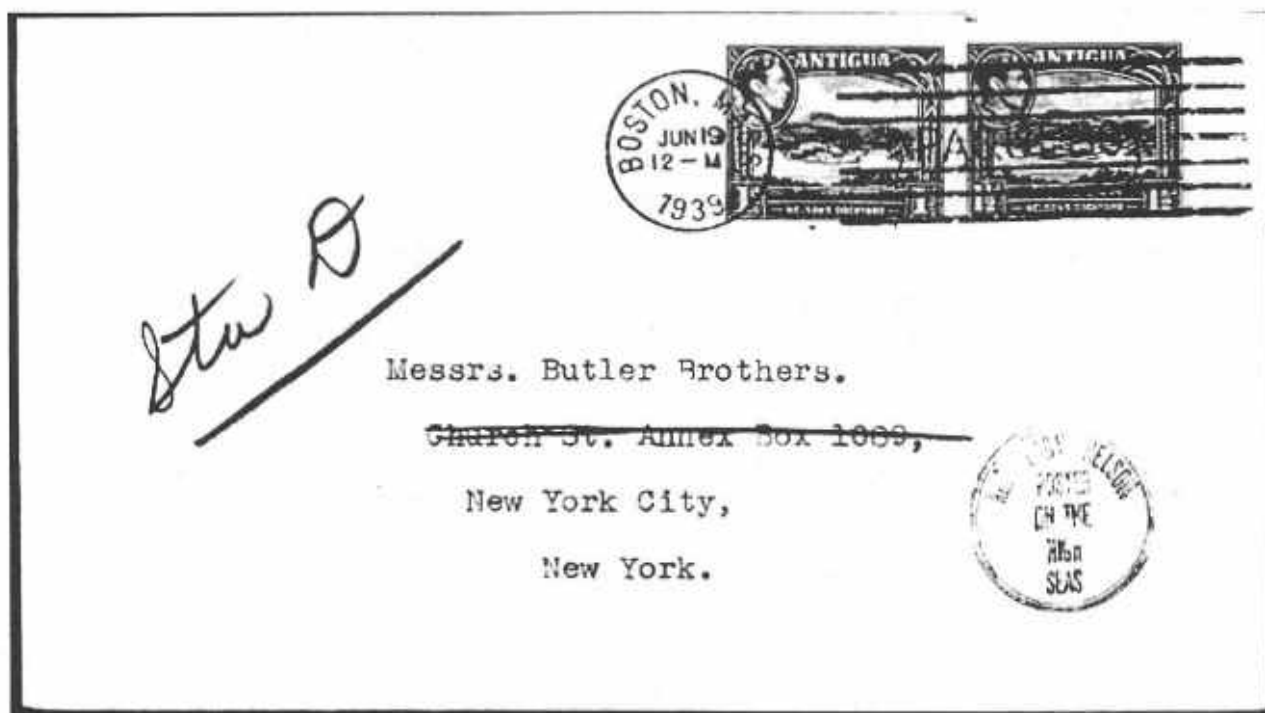
1931-39 are Thursday departures

The date of change to 1931 not known

Fig. 4 - Two covers carried on the same voyage of Lady Nelson which departed Halifax on 18 May 1939.



Southbound - St. Kitts to Dominica with Dominica boxed 'POSTED ON BOARD SHIP' and Roseau cds indicating that the GPO opened on Sundays to receive ship mail.



Northbound - Antigua to USA, probably pre-paid and handed onto the launch, hence no despatch mark. The ship was due to dock at 8am and presumably '12 - M' means mid-day.

TABLE - 2

The Lady Ships - Timetable								
	Southbound				Northbound			
Port of Call	Day	Arr	Dep	Passage in Days	Day	Arr	Dep	
Halifax*	Thu		11pm	0	33	Tue	7am	
Boston	Sat	9am	11am	2	32	Mon	8am	9am
Bermuda	Mon	3pm		4	29	Fri		4pm
Bermuda	Tue	3pm		5	29	Fri	7am	
St. Kitts	Fri	10am	2pm	8	26	Tue	8am	Noon
Nevis	Fri	3pm	11pm	8	26	Tue	6am	7am
Antigua	Sat	6am	1pm	9	25	Mon	2pm	11pm
Montserrat	Sat	4pm	10pm	9	25	Mon	6am	11am
Portsmouth					24	Sun	3pm	11pm
Dominica	Sun	6am		10	24	Sun		1.30pm
Dominica	Sun		11am	10	23	Sat	9pm	
St. Lucia	Sun	5pm	10pm	10	23	Sat	7am	3pm
Barbados	Mon	7am		11	22	Fri		10pm
Barbados	Mon		11pm	11	21	Thu	7am	
St. Vincent	Tue	6am	11am	12	20	Wed	5pm	11pm
Grenada	Tue	4pm	10pm	12	20	Wed	6am	Noon
Trinidad	Wed	6am		13	19	Tue		10pm
Trinidad	Wed		11pm	13	18	Mon	7am	
Br. Guiana	Fri	6am+		13	17	Sun		6am+
* - Return to St. John. N.B.								
+ - Times dependent upon the tide								

A number of factors have to be considered when assigning dated covers to departure dates:-

- a - Many are philatelic, some known to have been cancelled by favour out of course.
- b - Commercial or private letters posted on board to destinations in the opposite direction of travel would be landed for transfer to the next ship passing in that direction (see *Fig. 1*). For example a letter handstamped Nelson, postmarked St. Kitts and carried by Drake departing northbound four days later.
- c - Barbados was still a major port of call for transatlantic ships and mail posted on board was probably transferred there when providing the quickest delivery time to England from both directions of passage.
- d - It is thought that the 1898 GPO instruction for Imperial mails was still in force - *"Correspondence posted on board Packets must be marked with the word 'Paquebot', either by a stamp or manuscript by the office to which it is first delivered - when this has not been done on board - and must also be impressed with the date stamp of that office"*. Whilst RMSP generally interpreted that to mean the next port of call, CNS did not and datestamps are mostly of the port of call at which the mail was landed.
- e - Oversea mail posted during opening hours on Island GPOs would normally be postmarked before transfer to the ship. Antigua, Montserrat & St. Kitts had late fee post boxes for mail posted outside opening hours which was transferred direct to the ships. Prepaid mail could also be personally delivered to the launch for posting on board without incurring the late fee. At all Leeward Islands ports of call the Lady Ships had to anchor off-shore and transfer to the jetty was by launch. Only Boston, Bermuda,

St. Lucia, Trinidad and from c.1935 Georgetown, British Guiana had sufficient depth of water for the ships to dock.

f - Covers pre-paid with Canadian stamps should definitely have been posted on board when stamps of the ship's country of origin were those sold on board (2c = 1d) However, I have two covers which appear to contradict this (*Fig. 2b*).

g - It is not unusual for datestamps to be one or two days late to the timetable. Despite CNS's reputation for punctuality, adverse weather conditions and exceptional cargo transfers caused delays which were obviously allowed for with 9¾ days between return and next departure. Nevertheless, some covers do not fit the timetable within a week or so when the possibility of incorrectly set date plugs may be the reason.

TABLE 1 ends in 1939 because shortly after the outbreak of World War II, the ships' handstamps had their names removed for security reasons (a 1941 cover exists with a named handstamp). The service most probably continued to the timetable until about mid-1941, although this cannot be confirmed.

Lady Hawkins departed Halifax on 15 January 1942 with RN personnel (according to the 1939 timetable this should have been the 22nd), suggesting she was under military orders taking on board at Boston some 250 American servicemen and workers bound for Trinidad to construct the military airfield under the 'Lend/Lease' scheme. Passage times had increased by more than one day in each direction by then as the ships followed the coast from Boston to Cape Hatteras before turning due east to Bermuda. During the night of the 19th she was attacked by a U-boat and sunk with the loss of 260 lives.

The two remaining Lady Ships continued a service until the sinking of Lady Nelson in Castries Harbour on 9 March and Lady Drake en route from Bermuda to Cape Hatteras on 6 May 1942. Lady Rodney on her last western route voyage docked at St. John on 29 May with the survivors of Lady Drake, before being converted into a troopship. Lady Somers had been requisitioned for war service in 1940 and was sunk off the Bay of Biscay in 1941 whilst on a secret RN assignment. A service to the West Indies was maintained throughout the war by CNS freighters and other contracted foreign ships.

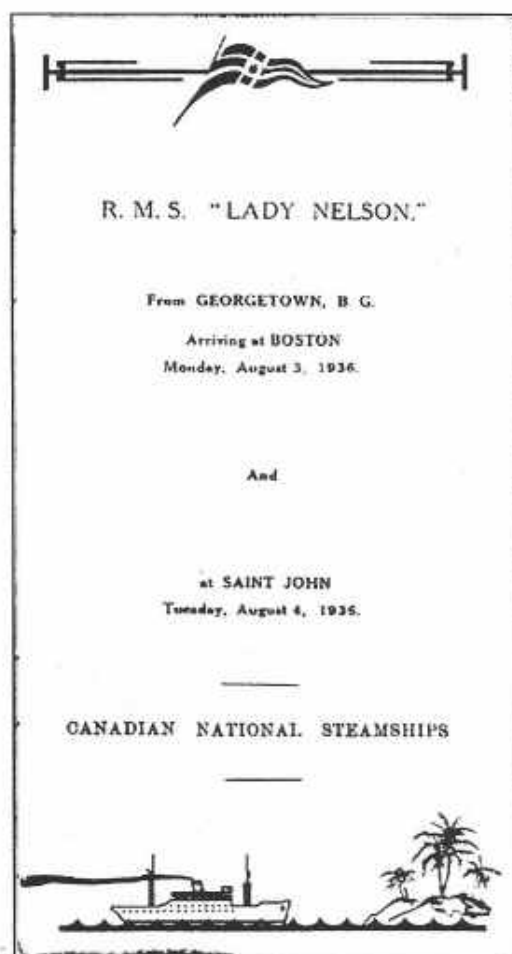
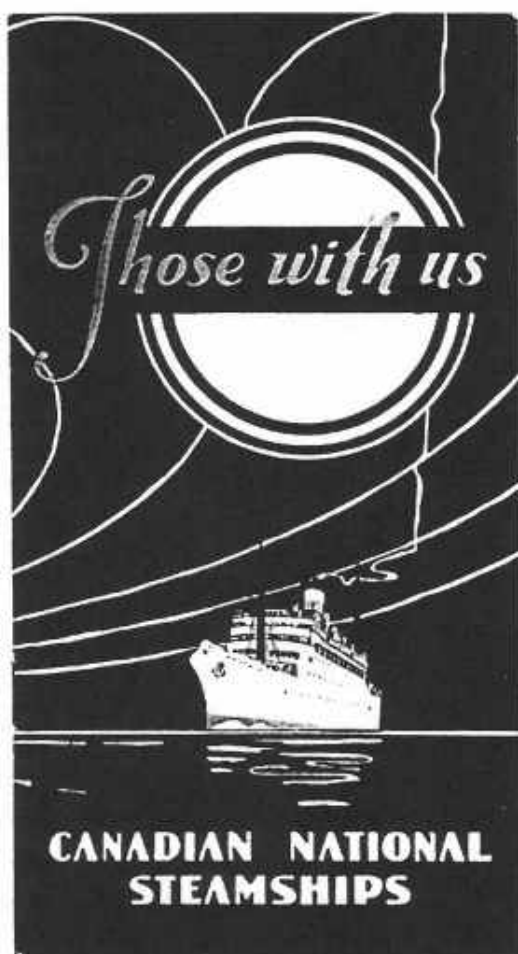
Lady Nelson was salvaged from the shallow water at Castries, towed to Alabama and made seaworthy before returning to Halifax for conversion into a hospital ship. She completed 37 Atlantic crossings including six to North Africa, before release from war service.

Lady Rodney was converted into a troopship and from late 1942 sailed 165,000 miles between Halifax, Labrador and Greenland carrying a total of 66,287 passengers. On occasions she was diverted to rescue survivors from U-boat attacks in the North Atlantic. After more than 50 voyages, often unescorted after leaving the European convoys, she was the only Lady Ship to survive the war undamaged.

These two resumed their normal duties on a three weekly eastern route service in July 1947 when Nevis was dropped from the itinerary. The service ended when Lady Nelson docked at St. John for the last time on 1 November 1952 - both ships had been sold to an Egyptian Line. CNS continued a service with their freighter and limited passenger accommodation ships until 1958 when the Company's maritime connection with the Leeward Islands finally ended.

I shall be pleased to receive information from members who can add to TABLE I and provide any corrections or additions to the history of CNS.

(Michael can be contacted at Back Lane Cottage, Gt. Salkeld, Penrith, Cumbria, CA11 9NA.)



*Fig. 5 – Cover and title page of the ship's passenger list,
109 to Boston and 6 to St. John.*

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Sir John Brook Marriott, K.C.V.O., R.D.P., F.R.P.S.L.

As many of the members of the Study Circle already know John Marriott passed away on 3 July 2001.

John was born on 27 July 1922 and was educated at Merchant Taylor's School, Northwood, from where he won a scholarship to St. John's College, Cambridge to read mathematics.

He played cricket and rugby for the University and graduated with a First Class Degree.

During the Second World War, he served in the Army Operational Research Group and in 1944 was posted to Bletchley Park where he worked under Maxwell Newman on the Colossus code-breaking machine.

After the war, John became a mathematics master at Charterhouse School, where he remained until his retirement as Senior Master in 1982. He was a house master from 1960 to 1975 and was for many years in charge of cricket coaching at the school.

John was a member of the Royal Philatelic Society for many years becoming the Society's Vice-President in 1979 and then its President from 1983 to 1986. He was appointed Keeper of the Royal Philatelic Collection in 1969 on the retirement of Sir John Wilson and he himself retired as Keeper in 1995 after 26 years in the post. He was knighted in 1995 for Services to Philately.

As you will have observed, John was a greatly respected person in the world of philately and had been a very keen stamp collector and philatelist since the age of 12. His personal interest in collecting was in the stamps and postal history of Trinidad for which he received a Gold Medal as far back as 1960 and many other medals followed.

John's philatelic activities also included becoming a member of the British West Indies Study Circle a month or two after its formation and on 27 January 1955, it was announced at a Study Circle meeting that he had accepted an invitation to become a Vice-President of the Study Circle, a position from which he resigned in December 1998.

In 1963 the Study Circle published John's book entitled The Philatelic History of Trinidad to 1862 which is much in demand but is out of print today.

John was a great supporter of the Study Circle through out the years of his membership. He frequently wrote articles and notes which were included in the Bulletin; he gave displays on aspects of Trinidad whenever asked and attended our biennial Convention at Royal Leamington Spa regularly. His knowledge on philatelic matters was immense and we shall miss him greatly as a fellow philatelist who was always willing to be of assistance to others.

John and Mary Thompson were married in 1952 and had two sons.

Amendments to Membership Listing:

New Addresses:

Last Name	Initial	Address	Phone/Fax/E-mail	Interests
Lyons (June Entry corrected)	N	96, Lowther Drive, Enfield, MIDDLESEX EN2 7JR		JAM (PM)
Cordes	C	Box 70044 Bryanston 2021 SOUTH AFRICA	27 11 630 7625 (W) 27 11 838 3547 (F) chrisc@nedcor.co.za	BRG (Pictorial Issues) NEV
Watson	W K FRPSL	55, The Parklands, Cockermouth, CUMBRIA CA13 OXJ	1900821396	JAM, NEV

Advert

WILLARD S. ALLMAN

Advert

PETER SINGER

ST. LUCIA

The War Tax Overprint Plate

by Peter Fernbank

I have four examples of a constant variety on the War Tax overprint of the De La Rue style first used for St. Lucia. It consists of a bent lower right leg of 'X' in 'TAX' (*Fig. 1*) and is present on the last stamp of the top row on the right pane (RP1/6). I have it on the Bahamas ½d (both printings) and 1d values, and on the Gilbert & Ellice Islands 1d value. John Davis has kindly informed me that he has an example on the Malta ½d, but that a corner block from this position of the ½d from St. Kitts did not show the variety. Whilst I knew that this overprint plate was a general-purpose plate, used for a number of different colonies, I did not know the extent to which it was used, and therefore what other colonies might have been affected.



Fig. 1 – Bent right leg of 'X'.

The next step was to look up the printings from De La Rue's *Colonial Stamps* (CS) books, now held at Post Office Heritage, Mount Pleasant. I elected to use these rather than the *Private Day Books* because they often contain useful remarks and supplementary information, usually absent from the *Private Day Book* accounts ledgers (and also because of the abysmal quality of most of the *Day Book's* microfilms).

From these records it was possible to piece together the story of the use of this War Tax overprint plate. It started in 1916 when St. Lucia requested that the Crown Agents (CA) supply them with a quantity of the 1d value overprinted 'WAR TAX'. The CA presented a requisition to De La Rue, who duly manufactured a special overprint plate of 120-set size. The printing was completed by 23 June 1916 and despatched to St. Lucia.

Shortly afterwards, when Grenada made a similar request, it was decided to use the same War Tax overprint plate, and a note in the *Colonial Stamps* book against this requisition states: "Use plate made for St Lucia". Subsequently the War Tax overprints of Barbados, Bahamas, Gilbert & Ellice Islands, Malta and St. Kitts were made using this plate. The first printing of each was accompanied by an entry in the *Colonial Stamps* book of either "Use Ovpt plate made for St. Lucia" or "Use St. Lucia Ovpt plate" (except Bahamas, where it was the second printing).

From John Davis' example from St. Kitts, where the variety is absent, it must be presumed that the plate was perfect when made, but at some point thereafter sustained damage. The first St. Kitts printing was completed on 16 September 1916 and hence we must assume that the earlier St. Lucia and Grenada printings would also not show the flaw. The only printing of the Gilbert & Ellice Islands 1d War Tax overprint, which features the variety, was completed on 22 February 1918, and therefore at some time between these two dates the plate was damaged.

The table below lists the various colony printings, in date order, that were made using the 'St. Lucia' War Tax overprint plate. If the flaw is present on any of the St. Lucia printings it dates the damage to July 1917 at the latest. Similarly, an example of the ½d St. Kitts with the variety would date it to at least August 1917. An example from Barbados without the flaw would date the damage to February 1918.

It would be much appreciated if members would inform me of examples from RP1/6 showing:—

St. Lucia - with or without the flaw.

St. Kitts - with the flaw.

Barbados - with or without the flaw.

Grenada - with or without the flaw.

Packing Date	Colony	Reqn	Value	Quantity (Sheets)	Set	Remarks	CS Folio
23 Jun 1916	St. Lucia	48/16	1d	1,036	120	379 Specimens. "Temporary type Ovpt plate War Tax' 120 set"	98
1 Aug 1916	Grenada	67/16	1d	5,084	60	382 Specimens. Printed 120 set and divided into 60 set panes. "Use plate made for St. Lucia"	104
15 Sep 1916	St. Kitts	76/16	½d	2,091	120	382 Specimens. "Use Ovpt plate made for St. Lucia"	107
7 Dec 1916	St Lucia	100/1	1d	1,022	120		114
18Jul 1917	St Lucia	57/17	1d	1,209	120		143
17 Aug 1917	St Kitts	62/17	½d	2,000	120		148
30 Aug 1917	Barbados	68/17	1d	4,223	120	379 Specimens. "Use Ovpt plate made for St. Lucia"	150
22 Oct 1917	Malta	78/17	½d	1,500	120	379 Specimens. Opt in black. "Use St. Lucia Ovpt plate"	153
3 Nov 1917	Malta	78/17	½d	8,379	120		153
1 Feb 1918	Malta	113/1	½d	9,854	120		167
12 Feb 1918	Grenada	118/1	1d	2,054	60	Printed 120 set, divided into 60 set panes.	168
22 Feb 1918	Gilbert & Ellice Is.	127/1	1d	4,105	120	379 Specimens. "Use St Lucia Ovpt plate"	170
21 Mar 1918	Barbados	7/18	1d	2,000	120	"to be sent in 2 consignments"	170 170
4 Apr 1918	Barbados	7/18	1d	2,269	120		
14 May 1918	Bahamas	21/18	½d	995	120	375 Specimens. Opt in black.	175
			1d	2,493	120	375 Specimens. Opt in black.	
			1s	102	120	375 Specimens. Opt in red.	
6 Jun 1918	Bahamas	27/18	½d	2,008	120	"Use St Lucia overprint plate"	178
			1d	5,125	120		
			1s	599	120		
9 Jan 1919	Malta	82/18	½d	12,078	120		204
15 Jan 1919	Barbados	107/1	1d	4,117	120		210

Note:-

1. All printings were taken from Volume 12 of the *Colonial Stamps* books.
2. Notes in inverted commas in the table are literal copies of the remarks in the *Colonial Stamps* book.

It should also be noted that Turks and Caicos Islands also used a War Tax overprint plate of identical style. In November 1916 the Governor requested that the CA obtain for them a 60 set War Tax printing plate for overprinting their current stamps. In their reply to the CA, De La Rue suggested that "... the type used for St. Lucia and Grenada Stamps be used ...", and duly supplied a 60 set plate in the St. Lucia style to the colony. However, since this was a different plate, of a different size, it does not contain the 'bent X' variety.

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VICTORIA STAMP COMPANY

TOBAGO

April 1886 ½d on 2½d double overprint

by Charles Freeland

Introduction

Tobago was slow to respond to the Crown Agents' proposals to introduce the new UPU colours. An initial colour scheme was submitted by De La Rue in August 1883, but it was not until April 1885 that Tobago finally approved it. By then, De La Rue was busy with other projects, with the result that the ½d stamps in the new green colour were not invoiced until 17 May 1886. By then, stocks of the ½d purple-brown had run out, so in January 1886 the government printing office in Scarborough, Tobago, embarked on a series of local provisional overprints. These provisionals represent the most interesting aspect of the study of Tobago's stamps and a number of highly prized varieties are known. The present article discusses the double overprint on the April 1886 ½d on 2½d. It examines the overprint settings and reviews known examples, concluding that the doubles come from three different sheets and that thirty examples originally existed. In a future article, I propose to tackle the first of the provisionals, the ½d on 6d stone issued in January 1886.

In establishing the positions of these stamps on the pane of 60 units, three constant varieties on the basic stamps are a key aid to identification. These are (1) the stop after 'C' on Row 2/4, (2) the broken 'O' on Row 5/3 and (3) the 'G' joined to frame on Row 8/3. The major 'slash' flaw on Row 1/4 does not appear on any of the provisionals.

The ½d on 2½d dull blue (issued April 1886)

At least one mint pane of this stamp is known, and a second pane seems to have been cancelled to order, because used multiples with the A14 killer facing downwards are often seen. It can be easily determined, by study of the constant overprint varieties, that the overprint forme was a setting of 12 repeated five times in the pane of 60. Any doubts as to the truth of this conclusion will be dispelled by a glance at *Fig. 1*, which shows the overprints on the two central rows set far off to the left. As far as I know, only one setting for the ½d on 2½d has been reported (*Fig. 2*), whose main feature is the '½' in Stamp 10 set to the left so that there is a constant wider (6mm) space between '½' and 'PENNY' on the fourth stamp in Rows 2, 4, 6, 8 and 10. This compares with the regular spacing of about 3.75mm. In addition, on Stamps 1 and 7, both '½' and 'PENNY' are set well to the left so that the spacing is not visibly different but the overprint is on the left side of the stamp on the whole of the first column.

It is very probable that this was the chase used for the final setting of the earlier ½d on 6d overprint, as Sefi concluded in his articles in PJGB. The illustration shows that the 'P' was loose on Positions 7 and 10, and it is even looser on Position 9.

The double overprints

The ½d on 2½d has two major varieties, the missing overprint in pair with normal and the double overprint. One row of the former is known, now broken into six vertical pairs with the overprint on the upper stamp.



Fig. 1.

As major varieties go, the double overprint is not a particularly rare variety with over twenty examples known. Based on this evidence alone, one would assume that a whole pane of 60 received a double overprint. However, the fact that the overprint setting consisted of 12 units makes this very unlikely. Could, then, all the doubles have been caused by a second impression of the same setting, creating twelve double overprints in adjoining rows? Unfortunately, no examples have yet been seen of double overprints on both stamps in a vertical pair to confirm this hypothesis. Moreover, on three examples, the double appears on the centre stamp in a vertical strip of three. There must, in those cases at least, be a different explanation.



Fig. 2

Study of the double overprints encountered on single stamps reveals that the two overprints are some way apart and the upper one is distinctly higher and almost directly above the lower. I have photographic records of eleven clearly different unused examples and four used showing these characteristics. This means that at least two full settings of twelve must have been struck double. On closer examination, there are in fact two different spacings. One of these has both overprints well to the right side of each stamp, with the 'Y' touching the right-hand frame (*Fig. 3*), the upper overprint very slightly to the right of the lower one and the stamp itself off-centre to left.



Fig. 3.

The second spacing (*Fig. 4*) has the two overprints almost directly above each other, both set in the centre of the stamp, with the '½' touching the tip of the Queen's nose. On this second spacing, the stamp itself is well-centered. Numbers of each recorded by the writer are seven of the former and eight of the latter, which includes all four used examples.

Fortunately, in each of these two spacing varieties a single example exists which identifies the nature of the double overprint. Note that the example of the first spacing illustrated in *Fig. 3* has the wide spacing variety on both overprints. Since the wide space variety has never been seen in a vertical pair, the full setting of twelve must have received a second overprint after passing through the overprint chase. Moreover, Lot 919 in the second Charlton Henry sale held by Harmer Rooke in New York from 12 to 15 December 1961, a double overprint with the second spacing, shows both overprints with the 'P' raised to the same distinct extent, confirming a double overprint on another full setting of twelve (*Fig. 5*).

The vertical strips with the double in the centre

A second pass of a full setting does not give us an explanation for the doubles that occur on the centre stamp in a vertical strip with normal stamps above and below (*Fig. 6*). Only three of these have survived in strips, but three vertical pairs are also known with double overprint in pair with normal. In each of these six cases, the overprints are relatively close and the upper one is somewhat to the right, more so than in either of the two spacings already mentioned. It seems certain that these six items come from the same pane and setting. To produce them, the operator must have placed the overprint forme one row higher or lower than he should have done. The result was that two overprints appeared on the same row and hence one of the adjoining rows would have received no overprint. This is confirmed by the fact that six vertical pairs with and without overprint (evidently from the same sheet) are known. Each of these has the lower stamp without the overprint.



Fig. 4.



Fig. 5.

Please refer now to the right-hand strip in *Fig. 6*. Those who are familiar with these stamps will immediately recognise that the lowest stamp has the wide spacing variety, and hence is Position 10 in the setting. This strip must therefore come from Column 4. Now take a close look at the two overprints on the stamp above it, which are magnified in *Fig. 7*. Note that the lower of the two single overprints, but not the higher, has the wide spacing. This is to be expected, given that every second row *Fig. 5* has a wide space. This variety, with wide space and normal space on the same stamp, is unique.

Not only that, but we are fortunately able to position the actual rows from which each of these strips come. The upperstamp in the left-hand strip in *Fig. 6* shows a very clear example of the distinctive broken 'O' in 'TOBAGO', a constant flaw that appears on Stamp 27 (Row 5 Column 3, see *Fig. 8* for an enlarged illustration). The right hand strip from Column 4 plainly adjoins it, because the short perforation four perforations from the bottom of the middle stamp of the left-hand piece is exactly matched by a 'long' perforation on the right hand piece. As one would expect, the double overprints 'line up' perfectly to confirm a rejoined block of six. These two strips come from the two middle columns of Rows 5, 6 and 7.

Reverting to the position of the pairs with the overprint missing, it is no coincidence that they each have the overprint missing on the **lower stamp**. One's first instinct would be that the operator 'missed' his row by one and overprinted Rows 5 and 6 instead of Rows 4 and 5, hence producing six doubles in Row 6 and six missing overprints in Row 4. However, a little thought will show that the pairs with missing overprint cannot come from Rows 3 and 4. Not only would the natural manner of overprinting the sheet



Fig. 7

have been to start with Rows 1 and 2 and so on, but the wide space on Position 10 invalidates it. First, one of the missing overprints in pair with normal has the upper stamp with wide space, so that cannot have been intended for Row 3; second, the right hand strip in *Fig. 5* has the bottom stamp, established as coming from Row 7, with a wide space, so this must have been intended for Row 8. The explanation can only be that the operator set the overprint forme for Rows 7 and 8 over Rows 6 and 7, and that for Rows 9 and 10 over Rows 8 and 9. This would create a double overprint in Row 6, leaving Row 10 without an overprint and hence only available in pair with normal with the overprint missing on the lower stamp. As mentioned, all six of these pairs have survived (*Fig. 9*).



Fig. 9.

Given the 100% survival rate of these varieties, it is possible that the intervening Row 8 survives as a horizontal strip, showing a narrow space in Column 4. Fortunately, the constant plate flaw on Stamp 3 Row 8, the 'G joined to frame', would authenticate such a piece if it ever turns up.

Finally, to provide light relief following this heavy fare, I illustrate a forgery of the stamp (*Fig. 10*) that is unlikely to deceive anyone who has read this far.



Fig. 6.



Fig. 8.



Fig. 10

Conclusion

How many double overprints of the 1/2d on 2 1/2d exist? On the evidence presented, we are left with two full settings of twelve and a single row of six, i.e. thirty copies in all.

Selected Bibliography

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AUCTION REPORT

A Personal Appraisal of Recent Sales *by Charles Freeland*

Grosvenor Auctions, 16 May

This sale included two fine St. Vincent collections. One of these had been offered for sale as a collection by Allan Leverton, and the other had been owned by a former chairman of Spink's, David Flinders Spink, who was apparently not a stamp collector but had had acquired a small collection of choice items to remind him of his holidays on the island. The collections together presented a well-balanced specialist offering, with stamps, large multiples, proof material and cancellations, though covers of note were few. I was not present but Steve Sharp attended and reported a rather different pattern of bidding to what we have recently become accustomed. The stamps, particularly the multiples, were well bid for, but there was surprisingly little competition for the proof material. As an example, £600 (plus 15%) was paid for the foxed block of nine of the perf 12 1s, SG44, whereas the unique hand-painted essay of the Arms issue went for £700, well below what it would likely have fetched at Spink. The highest priced item was the 6d pair of SG4 imperf between, going to John Taylor for £2,300. There were a few good quality cancellations which were also in demand and one of our members had to pay £420, more than he had hoped, for the rare pair of 4d SG25, cancelled RAB.

Spink, 17 May

The philatelic aristocracy was out in force for the sale of HM the Queen's throw-outs. My calendar did not permit me to attend but I have read several reports that others will have seen. The best BWI item, the Bermuda 1d on 3d provisional, went for £6,200 (plus 15%), which was a good but not outstanding price for this rare stamp, but the nicest piece to my taste was the Bahamas 1d strip, which also did not seem excessive at £3,000. It seems that BWI collectors

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are not as impressed by the royal provenance as their GB and Egyptian compères. We may soon have another chance because the success of the sale may, we are told, encourage further sifting of the Royal collection.

Both the Phillips sale on 28 June and the Spink sale on 19 July contained little to entice the BWI enthusiast. I viewed the Phillips and was hard pressed to find anything of interest in the dozens of Bahamas cover lots or in the smaller section of Barbados. The few highlights of the Spink sale were the GB used abroad. The real excitement in June was across the Atlantic, at Shreve and Matthew Bennett.

Shreve, 15- 6 June

This sale contained a small but formidable offering of rare WI covers, including intra-Caribbean mail, much of it from the Butch Arnould collection. The highlight for the BWI collector was the famous cover bearing the Barbados 2d SG4 at \$19,000 (plus 10%). This cover has been on the market twice before in the past decade, but never fails to excite.

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There was also a nice Barbados bisect at \$4,750, a Lady McLoed on cover at \$6,000 and a strong section of British Guiana featuring a lovely cover with the 1852 4c at \$15,000 and a used block of the 1853 vermilion icon piece, which has had heavy pen markings removed, hence only \$2,100.

Matthew Bennett, 22 - 4 June

The Rubin collection was marketed as British Commonwealth rarities estimated at \$7 - 8 million. Whether it fetched that much I doubt, because it seemed to have no consistent theme and bidding was accordingly scrappy, but there were certainly some choice BWI items and, as the sale was apparently unreserved, with all lots sold, bargains were to be had. However, as with all really strong collections, there were also some very high prices, particularly from the view of the poor European suffering from the mighty dollar.

The highest BWI prices were for the used Jamaica inverted frame at \$11,500 (plus 15%) and the Dominica thick bar at \$10,000. Another lot that might have made a five-figure sum was the Bermuda set of 8 QV colour trials perf 11. However, their condition was not very good and they were a steal at \$4,250, compared with \$15,000 last time round in the Dickgiesser sale. There were other bargains in Bermuda, as well as in Bahamas and St. Vincent (where a nice 5s with local SV1 specimen went for \$260). By contrast, British Guiana was in general quite pricey, with the fine cut square 4c magenta exceeding Gibbons at \$9,000, \$1,600 for the mint block of the GVI \$1 and \$550 for the minor comma for stop variety on the 1898 2c on 5c used. The few rare St. Christopher and Turks Islands stamps also fetched their full value.

The question may arise following the Bennett sale as to whether the euphoria has gone out of the market at the top end. I would hold judgement on that. Bennett is not known for BWI and many potential buyers may have been missing, particularly as \$25 was demanded up front for the catalogue. Others may have faced a dilemma in being confronted with so many 'heavy' items. But I think the real reason was that much of the BWI material had been acquired very recently, often within a couple of years or less, which always reduces enthusiasm.

Ahead are two offerings that are being well-publicised. Marriott at Spink on 19 September should gather fans for the first Trinidad sale of significance for a decade or more. This is a few days before the BWISC Leamington convention on 21 - 2 September and, with Stampex also on during that week, should provide our US members who collect Trinidad with a good excuse to visit London and Leamington.

Second, Phoebe MacGillivray of **Victoria Stamp Company** is promising her second big sale in a year in New Jersey or New York. One highlight will be a comprehensive offering of Cayman Islands.

LEADERS' NOTES

Grenada Group

In June a Grenada Newsletter was sent out to the 10 members who are known to have an interest in collecting Grenada. It is intended to include short articles, and snippets of information, or anything interesting regarding collecting Grenada that the Group members care to send me. Some items with the permission of the author, may also be offered to the Editor of the Bulletin.

I would also like to develop the Newsletter from its original simple format when I can acquire a desktop publishing program for my computer, providing I can figure out how to use it!

Any other BWISC members who also have an interest in collecting Grenada and would like to join the Group, and receive a Newsletter, please drop me a line with your details. My address is in the 'Members Interests' booklet sent out with the June Bulletin.

Andy Soutar

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